

River, at a point suitable to the interests of navigation, at or about two thousand one hundred and fifty feet south of Rupert Station, in the township of Montour, county of Columbia, State of Pennsylvania, to a point at or about six thousand and seventy feet north of Catawissa Station in the township of Catawissa, county of Columbia, State of Pennsylvania, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Right to sell, assign,
etc., granted.

SEC. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Catawissa Railroad Company, its successors and assigns, and any corporation to which, or any person to whom, such rights, powers, and privileges may be sold, assigned, or transferred, or which shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized to exercise the same as fully as though conferred herein directly upon such corporation or person.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 23, 1932.

[CHAPTER 55.]

AN ACT

February 23, 1932.
[H. R. 7247.]
[Public, No. 42.]

Authorizing the Rhode Island State Board of Public Roads and the State Highway Department of the State of Connecticut to construct, maintain, and operate a free highway bridge across the Pawcatuck River near the location of the present Broad Street Bridge between Westerly, Rhode Island, and Stonington, Connecticut.

Pawcatuck River.
Rhode Island and
Connecticut may
bridge between West-
erly and Stonington.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to facilitate interstate commerce, improve the Postal Service, and provide for military and other purposes, the Rhode Island State Board of Public Roads and the State Highway Department of the State of Connecticut be, and is hereby, authorized to construct, maintain, and operate a free highway bridge and approaches thereto across the Pawcatuck River, at a point suitable to the interests of navigation, at or near the location of the present Broad Street Bridge between Westerly, Rhode Island, and Stonington, Connecticut, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Right to acquire
realty, etc., for ap-
proaches, etc.

SEC. 2. There is hereby conferred upon the Rhode Island State Board of Public Roads and the State Highway Department of the State of Connecticut all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 23, 1932.

[CHAPTER 56.]

JOINT RESOLUTION

Amending section 1 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July 3, 1930, relating to the Mississippi River between the mouth of the Illinois River and Minneapolis.

February 24, 1932.
[H. J. Res. 271.]
[Pub. Res., No. 10.]

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the provision, relating to the Mississippi River between the mouth of the Illinois River and Minneapolis, in section 1 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July 3, 1930, is hereby amended to read as follows:

Mississippi River.
Improvement of.
Vol. 46, p. 927.

"Mississippi River between mouth of Illinois River and Minneapolis: The existing project is hereby modified so as to provide a channel depth of nine feet at low water with widths suitable for long-haul common-carrier service, to be prosecuted in accordance with the plan for a comprehensive project to procure a channel of nine-foot depth, submitted in House Document Numbered 290, Seventy-first Congress, second session, or such modification thereof as in the discretion of the Chief of Engineers may be advisable; and the sum of \$7,500,000, in addition to the amounts authorized under existing projects, is hereby authorized to be appropriated for the prosecution of initial works under the modified project: *Provided*, That all locks below the Twin City Dam shall be of not less than the Ohio River standard dimensions."

Channel depth between Illinois River and Minneapolis.

Modification by Chief of Engineers. Appropriation authorized.

Provided.
Lock construction.

Approved, February 24, 1932.

[CHAPTER 57.]

AN ACT

Authorizing an addition to the Cache National Forest, Idaho.

February 25, 1932.
[S. 457.]
[Public, No. 43.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to any valid existing claim or entry, all lands of the United States within the areas hereinafter described be, and the same are hereby, added to and made parts of the Cache National Forest, to be hereafter administered under the laws and regulations relating to the national forests; and the provisions of the Act approved March 20, 1922 (42 Stat. 465), as amended, are hereby extended and made applicable to all other lands within said described areas:

Cache National Forest, Idaho.
Area added to.

Vol. 42, p. 465.

The west half of sections 6, 7, and 18, sections 19, 30, and 31, in township 8 south, range 36 east, Boise meridian; section 6 and the west half of sections 7, 18, 19, and 30, in township 9 south, range 36 east of Boise meridian; sections 1, 2, 11, 12, 13, 14, 23, 24, 25, 26, 35, and 36, in township 8 south, range 35 east, Boise meridian; sections 1, 2, 10, 11, 12, 13, 14, 23, 24, 25, and 26, in township 9 south, range 35 east of Boise meridian, Idaho.

Description.

Approved, February 25, 1932.